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1. Plans and tests are being made for the double-tracking of the Reichsbahn line between Halle and Magdeburg via Köthen. The plans include the eventual electrification of this stretch.
2. A 5.7 kilometer stretch between Wiesenburg and Medewitz in Brandenburg is being double-tracked. Necessary track is being taken from various secondary lines throughout Brandenburg.
3. The former rail line between Binz and Lietzow on the Island of Rügen is being restored. In 1945 this line was dismantled. The restoration is being rushed; it is planned to have the line in operation by 1 November 1952. At present, only a single-track is being laid.
4. Work has begun on the projected line between Eberswalde and Löwenberg in Brandenburg. Present activity is concerned with grading the new right-of-way, making cuts and fills and hauling earth. It appears that work is starting only from the Eberswalde end of the project.
5. Slightly north of Eberswalde, a junction is being built to connect the line from Passow with the line to Bad Freienwalde. Thus trains from Stralsund or from Stettin may proceed to Frankfurt/Oder or Guben without touching the Eberswalde yards. The normal route for such north-south traffic, via Angermünde, Bad Freienwalde and Wriezen, is not in service because a war-damaged bridge has never been restored.
6. On the secondary line running between Hagenow Land and Lärrentin, every second tie has been removed. The removed ties were quartered; at each vacant spot a quarter-length tie was placed under the rail. In this way, one tie out of every four was salvaged for use elsewhere.
7. Seventy so-called "oil locomotives" have been returned to East Germany from the Soviet Union. These engines are not in operating condition and in most cases consist of merely a shell. It is believed that they are to be converted to electric operation. Twenty-five are awaiting reconstruction at the Reichsbahn railway shops in Dessau-Stdt. The rest are on sidings in Saxony and Saxony-Anhalt. Materials for reconstruction are lacking.

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9. Conversion of Reichsbahn locomotives to coal dust burners has been virtually discontinued. A few modest experiments are still in progress, but the ambitious program outlined for 1952 has been given up. Among other difficulties, the acute shortage of hard coal dust has been a deciding factor.
10. The VEB railway car and coach factory at Dessau<sup>2</sup> presently employs 3,500 persons. The plant turns out five refrigerator cars and one six-axle well-type flatcar daily. It is reported that this has been the average rate of production since 1948. The cost of production for each refrigerator car amounts to roughly 60,000 DM East, but in transactions with the Soviet Union, whether on reparations or export account, only 30,000 DM East is allowed. The cars are sent to Russia usually loaded with furniture and canned goods picked up at Coswig where the trains are made up. The cars leave the factory with all lettering in Russian. According to the Five-Year-Plan, the three VEB car factories - Dessau, Oßnitz and Niesky - are to manufacture 2,300 heavy-type flatcars for the Russians. Some 1,500 of these are to be of 60 and 80 ton capacity with six axles, while 650 are to be four axle, 50 ton capacity cars. All cars are to have axles adjustable for use on standard European or Russian track. The greatest problem facing all three plants is the critical shortage of raw construction materials.
11. At the RAG Grunewald, 15 tons of boiler tube have arrived. Another 57 tons are enroute. The deliveries were made by Mannesmann in West Germany and were paid for in cash in DM West. The original order was for one thousand tons to be delivered early in 1952.
12. With new fall and winter schedules due to go into effect on 5 October 1952, it is expected that new regulations requiring **special** permits for travel between East Berlin and the Soviet Zone of Germany will be **applied**.
13. Hubert Appel, the personal aide to the Reichsbahn Director-General Erwin Kramer, has been transferred to the office of Deputy Director-General Richard Staimer.
14. The Rothersee canal lock has been closed because of actually necessary **repairs**. Since 18 September 1952 the lock has again been in part-time service.
15. Railway workers report the construction of an airport at Schorfheide near **Dölln**.
16. During the month of July 1952, RBD Berlin spent 601,880 DM East for maintenance of its signal and telephone system. Before 1945, the average monthly expenditures for such maintenance was 4,500,000 DM.

25X1  **Comment:** It is not clear whether these are diesel locomotives.

25X1  **Comment:** Not listed in available reference material as a VEB before May 1952; possibly Waggonfabrik "Dessauer Waggonfabrik" Dessau (formerly SAG Transmasch).

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